

Subpart A—General**§ 172.005 Applicability.**

This part applies to each vessel that carries one of the following cargoes in bulk:

- (a) Grain.
- (b) A cargo listed in Table 30.25-1 of this chapter.
- (c) A cargo regulated under 33 CFR part 157.
- (d) A cargo listed in Table 151.01-10(b) of this chapter.
- (e) A cargo listed in Table I of part 153 of this chapter.
- (f) A cargo listed in Table 4 of part 154 of this chapter.
- (g) Any dry bulk cargo carried in a new Great Lakes vessel.

[CGD 79-023, 48 FR 51040, Nov. 4, 1983, as amended by CGD 80-159, 51 FR 33059, Sept. 18, 1986]

Subpart B—Bulk Grain

SOURCE: CGD 95-028, 62 FR 51218, Sept. 30, 1997, unless otherwise noted.

§ 172.010 Applicability.

This subpart applies to each vessel that loads grain in bulk, except vessels engaged solely on voyages on rivers, lakes, bays, and sounds or on voyages between Great Lake ports and St. Lawrence River ports as far east as a straight line drawn from Cape de Rosiers to West Point, Anticosti Island and as far east of a line drawn along the 63rd meridian from Anticosti Island to the north shore of the St. Lawrence River.

§ 172.015 Document of authorization.

(a) Except as specified in § 172.030, each vessel that loads grain in bulk must have a Document of Authorization issued in accordance with one of the following:

- (1) Section 3 of the International Code for the Safe Carriage of Grain in Bulk if the Document of Authorization is issued on or after January 1, 1994. As used in the Code, the term "Administration" means "U.S. Coast Guard".
- (2) Regulation 10 part (a) of the Annex to IMO Assembly resolution A.264(VIII) if the Document of Author-

ization was issued before January 1, 1994.

(b) The Commandant recognizes the National Cargo Bureau, Inc., 30 Vesey Street, New York, NY 10007-2914, for the purpose of issuing Documents of Authorization in accordance with paragraph (a)(1) of this section.

§ 172.020 Incorporation by reference.

(a) Certain material is incorporated by reference into this part under approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the FEDERAL REGISTER; and the material must be made available to the public. All approved material is available for inspection at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC 20002, and at the U.S. Coast Guard, Naval Architecture Division, Office of Design and Engineering Standards, 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are as follows:

International Maritime Organization (IMO)

Publications Section, 4 Albert Embankment, London, SE1 7SR United Kingdom.

Amendment to Chapter VI of the International Convention for the Safety of Life at Sea, 1960, Resolution A.264(VIII)—172.015

Publication No. 240-E, International Code for the Safe Carriage of Grain in Bulk—172.015

[CGD 95-028, 62 FR 51218, Sept. 30, 1997, as amended by USCG 1998-4442, 63 FR 52192, Sept. 30, 1998]

§ 172.030 Exemptions for certain vessels.

(a) Vessels are exempt from 172.015 on voyages between:

- (1) United States ports along the East Coast as far south as Cape Henry, VA;
- (2) Wilmington, NC and Miami, FL;
- (3) United States ports in the Gulf of Mexico;

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(4) Puget Sound ports and Canadian west coast ports or Columbia River ports, or both;

(5) San Francisco, Los Angeles, and San Diego, CA.

(b) Vessels exempt by paragraph (a) of this section must comply with the following conditions:

(1) The master is satisfied that the vessel's longitudinal strength is not impaired.

(2) The master ascertains the weather to be encountered on the voyage.

(3) Potential heeling moments are reduced to a minimum by carrying as few slack holds as possible.

(4) Each slack surface must be leveled.

(5) The transverse metacentric height (GM), in meters, of the vessel throughout the voyage, after correction for liquid free surface, has been shown by stability calculations to be in excess of the required GM (GMR), in meters.

(i) The GMR is the sum of the increments of GM (GMI) multiplied by the correction factor, f and r .

Where: r = (available freeboard) (beam) of the vessel and

$f = 1$ if r is > 0.268 or

$f = (0.268 r)$ if r is < 0.268 .

(ii) The GMI for each compartment which has a slack surface of grain, i.e., is not trimmed full, is calculated by the following formula:

$GMI = (B3 \times L \times 0.0661) (\text{Disp.} \times SF)$
where: B = breadth of slack grain surface (m)

L = Length of compartment (m)

Disp. = Displacement of vessel (tons)

SF = Stowage factor of grain in compartment (cubic meters/tons)

(c) Vessels which do not have the Document of Authorization required by § 172.015 may carry grain in bulk up to one third of their deadweight tonnage provided the stability complies with the requirements of Section 9 of the International Code for the Safe Carriage of Grain in Bulk.

§ 172.040 Certificate of loading.

(a) Before it sails, each vessel that loads grain in bulk, except vessels engaged solely on voyages on the Great Lakes, rivers, or lakes, bays, and sounds, must have a certificate of loading issued by an organization recognized by the Commandant for that pur-

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pose. The certificate of loading may be accepted as prima facie evidence of compliance with the regulations in this subpart.

(b) The Commandant recognizes the National Cargo Bureau, Inc., 30 Vesey Street, New York, NY, 10007-2914, for the purpose of issuing certificates of loading.

Subpart C—Special Rules Pertaining to a Barge That Carries a Cargo Regulated Under Subchapter D of This Chapter

§ 172.047 Specific applicability.

This section applies to each tank barge that carries, in independent tanks described in § 151.15-1(b) of this chapter, a cargo listed in Table 30.25-1 of this chapter that is a—

(a) Liquefied flammable gas; or

(b) Flammable liquid that has a Reid vapor pressure in excess of 25 pounds per square inch (172.4 KPa).

§ 172.050 Damage stability.

(a) Each tank barge is assigned a hull type number by the Commandant in accordance with § 32.63-5 of this chapter. The requirements in this section are specified according to the hull type number assigned.

(b) Except as provided in paragraph (c) of this section, each Type I and II barge hull must have a watertight weather deck.

(c) If a Type I or II barge hull has an open hopper, the fully loaded barge must be shown by design calculations to have at least 2 inches (50mm) of positive GM when the hopper space is flooded to the height of the weather deck.

(d) When demonstrating compliance with paragraph (c) of this section, credit may be given for the buoyancy of the immersed portion of cargo tanks if the tank securing devices are shown by design calculations to be strong enough to hold the tanks in place when they are subjected to the buoyant forces resulting from the water in the hopper.

(e) Each tank barge must be shown by design calculations to have at least 2 inches (50 mm) of positive GM in each condition of loading and operation after assuming the damage specified in